

S. P. SEEKING MEDIATION

Trainmen's Vote to Strike Calls Forth Statement of President Sproule — Electric Lines' Management Cause of Controversy — Expect General Walkout

San Francisco, July 31.—By a vote of 3629 to 157, the members of the Order of Railroad Conductors and the Brotherhood of Railroad Trainmen yesterday voted to strike throughout the Pacific system of the Southern Pacific company. This decision was reached after unsuccessful negotiations between a general committee of the two organizations and the railroad company, begun in March of this year. Under the Newlands act, which became a law on July 15, the Southern Pacific company has telegraphed the board of mediation and conciliation at Washington offering to arbitrate the question.

The trainmen demanded that an exchange of rights with main line trainmen be given to those employed on the Oakland, Alameda and Berkeley lines and the lines in Oregon, known as the Portland, Eugene & Eastern railway. They asked the privilege of interchange with main line trainmen in regard to seniority and working conditions. The railroad company replied that at this time, it was unable to grant the demand, on the grounds that the suburban service had not in the past been operated under those conditions, and that electric train service required special and peculiar training to safeguard the public, which training was not obtainable on the main line. The railroad declined to establish a precedent for all electric extensions on new lines that might be built in the future, contending that each situation should be decided on its own merits as it came up.

In an interview yesterday, President William Sproule of the Southern Pacific company, said: "Our operating officers have been in session with the board of adjustment of the Order of Railroad Conductors and the Brotherhood of Railroad Trainmen at intervals since the middle of March, dealing with a large number of demands upon the company. All questions were disposed of except those pertaining to the jurisdiction over our electric lines, those immediately under controversy being the Oakland, Alameda & Berkeley lines and the electric lines in Oregon, known as the Portland, Eugene & Eastern railway. These electric lines are maintained as separate operating organizations and while we

regret an endeavor to avoid any crisis in relations with our employees, we believe it is impossible to meet the demands made upon us with respect to these electric properties and at the same time operate them efficiently and safely in the public interest as a satisfactory public utility.

"As we have been officially notified that failure to meet these demands will bring a strike of our trainmen upon all lines west of El Paso, Texas, Ogdén, Utah, and south of Portland, Ore., we believe it to be a public duty that we invoke the national government in mediation of these difficulties in accordance with the Newlands act, which became law on the 15th of this month. In thus invoking the authority of the nation, we desire to avert the evil consequences uniformly experienced from strikes, to the detriment of the railroad properties, of the public in their pursuit and properties and in distress to the men and their families. The Newlands act was signed by President Wilson and approved by him on the fifteenth of this month. It passed both houses with little debate, it being stated on the floor to be the result of an agreement among the brotherhoods and officials of the National Civil Federation and railroad presidents. It is designed to remedy the objections to the part of employees' organizations to the Erdman arbitration act that the board was not far enough removed from partisan influence and that where ambiguity existed in the finding of the board, no authority existed to interpret the finds. It is hastened in passage to avert a threatened strike on eastern railroads and seems to have done so.

"The board first endeavors to settle the controversy without formal arbitration. If that does not avail, formal arbitration is resorted to, which, in this case, the Southern Pacific company, through its president, E. E. Calvin, offers the views of its employees' organizations not yet having been made public.

"The Southern Pacific yesterday sent to the board of mediation and conciliation at Washington, a lengthy telegram, which included correspondence between the Brotherhood of Railroad Trainmen and the Order of Railroad Conductors and the company, at the same time sending copies to the officers of the organizations."

Telegram For Mediation

The telegram reads: "San Francisco, July 29: 'The United States Board of Mediation and Conciliation, Washington, D. C.: 'The undersigned Southern Pacific company, by William Sproule, its president, herewith duly authorized by resolution of the executive committee of said Southern Pacific company, ascertained copy of which resolution will be furnished your board hereby applies to the United States board of mediation and conciliation created by the act of congress approved July 15, nineteen thirteen, public number six, entitled 'quote act providing for mediation, conciliation and arbitration in controversies between certain employees and their employers,' and invokes the services of said board for the purpose of bringing about an amicable adjustment of a controversy between said Southern Pacific company and its employees who are members of the Order of Railroad Conductors and the Brotherhood of Railroad Trainmen which said controversy concerns wages, hours of labor and conditions of employment of some or all of the members of said organizations who are employed by said Southern Pacific company railroad train operation and railroad train service said controversy threatens to interrupt the business of said Southern Pacific company to the serious detriment of the public interest. Said Southern Pacific company is a common carrier railroad corporation and engaged in transportation of passengers and property wholly by railroad among states of the union and engaged in operating steam railroad trains in and among the states of Oregon, California, Nevada, Utah, Arizona and New Mexico and electric railroad trains in the states of California and Oregon. The existing controversy more fully appears from the following letter first sent under date of June 28, 1913, signed by E. E. Calvin, vice president, in charge of maintenance and operation of said Southern Pacific company, Pacific system, addressed and in the words and figures as follows:

To the Union Officials: "Mr. T. A. Gregg, vice president O. R. C., care of Argonaut hotel, San Francisco. "Mr. R. T. Garretson, vice president board O. R. C., San Francisco. "Mr. Veatch, general chairman O. R. C., San Francisco. "Mr. Larrieu, general chairman B. R. T., San Francisco. "Gentlemen: Confirming my statement to you yesterday as to proposed arrangement for operation of our Alameda county electric lines, also for operation of the lines of the Portland, Eugene & Eastern railway un-

der management separate from the Pacific System lines of the Southern Pacific company. "I am willing to cause to be issued a separate schedule in the case of each of these two properties, with each of these two properties, with your organizations, embodying therein the rates of pay and working conditions in the present schedule of the Pacific System which apply to those lines. The method of handling any question that may arise in connection with such schedules to be as follows:

"Such question to be taken up through the usual channels with the officers of these properties, respectively, to the ranking officer thereof. Failing in adjustment, it may be appealed to this office through such general chairman as your men on each property may select, such chairman to be an employee of the property, Pacific system, or of the Southern Pacific company. The matter of seniority as to rights on the lines of the P. E. & E., other than in street car service, to be:

"All men employed at the time of transfer to the new management on the steam lines that are being converted to electric operation, those employed on the purchased lines of the Corvallis and Alsea railroad, and those employed on the newly constructed line from Munroe to Eugene, will have rights according to the date of their employment, it being understood that in any event the men that were in the employ of the Corvallis and Alsea at the time of its purchase will be retained in capacities equaling those they occupied at that time. It also being understood that no men on the lines of the Portland division other than those that are being converted to electric operation will after the change is made, have any rights on the line of the P. E. & E. railway nor will men on the P. E. & E. lines have any rights on Pacific System lines.

"On the Alameda county electric lines, there will be no interchange of employment or rights with Pacific System men, this being the present arrangement.

"It is to be understood that the above is offered with the provision that it be accepted in its entirety, and that it is not to apply to street car service.

"As explained to you verbally, this arrangement is not intended to disturb any men who are employed upon the lines of either of these properties, but is necessary in order that the management of those lines may be in position to successfully operate them and compete for traffic.

"Yours truly, (Signed) 'E. E. CALVIN' Second, a letter signed by T. A. Gregg, vice president of the Order of Railroad Conductors, R. McIntyre, vice president of the Brotherhood of Railroad Trainmen, S. V. Veatch, general chairman of the Order of Railroad Conductors and Larrieu general chairman of the Brotherhood of Railroad Trainmen under date of July 8, 1913, and addressed to said E. E. Calvin as follows:

Letter to Calvin. "Mr. E. E. Calvin, vice president Southern Pacific company, Pacific System, Flood Building, City. "Dear Sir: Your communication of June 28 received in which you outline proposed arrangement for operation of Alameda county electric lines, also for operation of the lines of Portland, Eugene & Eastern railway, and management separate from the Pacific System lines of the Southern Pacific company, and after carefully considering it in every detail, we are authorized to advise you that there are several provisions contained in your decision that cannot be accepted. Therefore, your plan is not accepted in its entirety, but an endeavor to reach an amicable settlement of our differences which we are further authorized by the committee to submit the following as a tentative proposition:

"We to accept your plan of operating the two electric properties as outlined in your letter of June 28, insofar as it effects the seniority of the men involved on each property and the interchange of rights; the property to be operated under any plan of management that the committee Pacific may seem advisable; however, that the present schedule of rates of pay and working conditions for trainmen be raised and in effect intact, and without any change in the method of handling grievances, except that local committees will be elected for electric service, such local committees to deal with the electric officials as other local committees now deal with any other local officials of this company, and if the local committees for the electric divisions fail to reach a settlement of any questions in hand, such committees to have the right to appeal to the general committee for the Southern Pacific company which they will remain a part of, and the general committee or general chairman, will be met and dealt with by the company in these cases in precisely the same manner as all other matters are handled, and further provided, that if the electric service is extended to such an extent that steam line crews are permanently supplanted, because of invasion of steam territory, or where steam lines are electrified and turned over to be operated by electric divisions, such men who are supplanted or turned over, (or other men, to the extent in number of those supplanted or turned over) will be given the right to bid in to electric service, carrying their seniority with them, but such men will be required to remain in electric service when they accept such transfer.

"We suggest a conference with you on this subject at your earliest convenience.

"Yours truly, (Signed) T. A. Gregg, vice president O. R. C.; R. McIntyre, vice president B. R. T.; S. Veatch, general chairman O. R. C.; E. A. Larrieu, general chairman B. R. T."

Calvin's Reply. Third, a letter signed by said E. E. Calvin in answer to said letter of July 8, 1913, and under date of July 10, 1913, addressed to said T. A. Gregg, R. McIntyre, S. Veatch and E. A. Larrieu as follows:

"Dear Sir: Confirming my verbal statement to you this morning, would say that the changes proposed in yours July 8, to the plan outlined in mine of June 28, do not work out satisfactorily and cannot be accepted by us. A committee consisting of one I met in this matter, consisting of some fifty men from all parts of New Mexico, Arizona, California, Nevada, Utah and Oregon, would have no knowledge nor appreciation of conditions on electric lines in Portland and vicinity, where we are to be in sharp competition

with other lines and where the demands of the public as to the character of service required of us will be more than usually exacting. Neither could we consider for a moment agreeing in advance as to future electric lines. Each situation will have to be worked out upon its own merits. In the cases that have arisen, however, there can be no fault found with our treatment of them.

"Yours truly, (Signed) 'E. E. CALVIN' Fourth, a letter under date of July 12, 1913, in answer to said letter of July 11, 1913, addressed to said E. E. Calvin and signed by said Gregg, McIntyre, Veatch and Larrieu as follows:

Union Officials' Reply. "Mr. E. E. Calvin, Vice President S. P. Co., Pacific System, Flood Building, City. "Dear Sir: Your final decision under date July 11 received and we are authorized to reply as follows:

"We regret that your final decision, which means that no settlement of the electric questions can be made by us with you, without a full and complete separation of the rights of the men and committees, as well as the issuance of separate schedules to cover these parts of the system which will be operated by electricity, cannot be accepted by us.

"Having exhausted every effort at our command in trying to reach an amicable settlement of these questions, without result, this will confirm our verbal statement made to you yesterday, that the whole subject matter will be referred to the men whom we represent, for their vote. This vote should be returned within ten days or two weeks, at which time we will seek further conference with you and inform you as to what action is authorized.

"Yours truly, (Signed) T. A. Gregg, vice president O. R. C.; R. McIntyre, vice president B. R. T.; S. Veatch, general chairman O. R. C.; E. A. Larrieu, general chairman B. R. T."

Announce Result of Vote. Fifth, a letter addressed to said E. E. Calvin, under date of July 29, 1913, and signed by said Gregg, McIntyre, Veatch and Larrieu as officers of said employees' organizations, as follows:

"Mr. E. E. Calvin, vice president S. P. Co., Pacific System, Flood Building, San Francisco. "Dear Sir: Pursuant to advice contained in our communication to you of July 12, the joint general committee have voted the men on your line and, after canvassing the vote, we are authorized to advise you the result thereof as follows:

"Total number of men voting 3,816. "Total number of men voting in favor of a strike unless the controversy can otherwise be satisfactorily settled, 3,629. "Total number of men voting against strike, 187. "Yours very truly, (Signed) T. A. Gregg, R. McIntyre, S. Veatch, E. A. Larrieu."

On July 30, 1913, said Southern Pacific company addressed said Gregg, McIntyre, Veatch and Larrieu as follows: "Dear Sir: Referring to our correspondence concluding with your communication of July 29, which states that 3,629 of the men on your line, out of 3,816 votes, are in favor of a strike unless the controversy can otherwise be satisfactorily settled, and referring to your letter of July 29, on the same date, at which time you informed us that you had no amended proposition to offer, nor any modification of your demands to suggest, and that unless the controversy was settled, the men would withdraw from the service in a body, which action would cause a heavy loss to the traveling and shipping public, and hardship and privation to employees and their families.

"I have to advise you that we have decided for the purpose of bringing about an amicable adjustment of this controversy, to invoke the services of the United States board of mediation and conciliation, created under an act of congress entitled 'an act providing for mediation, conciliation and arbitration in controversies between certain employees and their employers,' approved July 15, 1913, and that we have requested said board to take immediate action in the premises.

"We enclose a copy of telegram we have this day sent to said board of mediation and conciliation.

"Yours truly, (Signed) 'E. E. CALVIN' The addresses of said officers of said employees' organizations are correctly given in said letter of July 11, 1913. If said controversy cannot be settled through mediation and conciliation in the manner provided by section Two of said act of July 15, 1913, said Southern Pacific company is willing to submit said controversy to arbitration in the manner provided by said act, and following of said act. Confirmation of this telegram is mailed you this day. Your early attention and action is deemed essential to all interests concerned."

"SOUTHERN PACIFIC, by William Sproule, President."

It is probable that few people, even among those who are connected with the Building Trades, realize the enormous extent of the manufacture of brick in the lower Hudson River region. So large are the quantities turned out in recent years that the figures would doubtless be questioned coming from any less reliable source than the United States Geological Survey.

In a bulletin just issued by George Otis Smith, director of the Survey, it is stated that the consumption of brick in Greater New York during the year, 1912, was over a million thousands, valued at \$5,850,770. This was an increase in that year of 93, 187,000 brick, and of \$1,138,137 in value over the consumption in that field in 1911. It is stated in the bulletin that the output of brick in the Hudson River district would have been still larger last year if the activity of the industry had not been curtailed by scarcity of labor and strikes among the brick-makers.

The figures given by the Survey bulletin are interesting, in that they show that concrete and steel construction has not superseded brick.

It was freely predicted a few years ago that concrete blocks would practically displace brick as building material. It appears, according to the experts of the Geological survey, that there was a definite "back to brick" movement in the metropolis and its suburbs in 1912, and an increasing use of brick as high-class building material.

The cause of the increased use of brick is not far to seek. The menace to the brick industry by the concrete block was real; for this newer construction was widely heralded. To meet the new and apparently dangerous competition, radical changes in brick-making were introduced, and superior bricks took the place of those which had known little change for generations. Improved brick-making machinery, and scientific methods of burning reduced the cost of brick greatly. On the other hand, little advance was made in the quality of concrete blocks. In many cases the true formula for concrete was neglected by its manufacturers and inferior blocks were often furnished. Thus, while the brick-makers were obliged to improve the product to meet competition, there was retrogression rather than advancement in the new industry.

While the concrete block has many advantages, and, when honestly made, is an excellent substitute for brick and stone under certain conditions, it has not had the anticipated effect of superseding brick for superstructure purposes. (Advertisement)

SALT LAKE BOY KILLED IN AN ACCIDENT

Salt Lake, July 31.—When seen by a reporter at a late hour last night, Mr. and Mrs. A. H. Johnson, 366 E. street, parents of Odin Johnson, had not yet heard that their boy had been killed at the motorcycle races in Cincinnati. O. Both broke down and cried bitterly when told that he had died on the way to the hospital.

"He was such a good boy and I have always been so proud of his success. Only yesterday I got a telegram from him saying what success he has been having," sobbed the aged mother. "His brother, Ben, is racing tonight in Detroit and no one can tell what the next news will be. I wish I had never heard of a machine."

Odin Johnson was born February 12, 1889, in Salt Lake at the present residence of his parents. He took up the study of electricity and was employed as a lineman and telephone installer before he entered the motorcycle racing game. Two years ago last Decoration day he ran his first race. Since then he had remarkable success.

He was married December 7 to Miss Elizabeth Jensen, who was injured July 4, 1912, in the smashup at the Wandamere track, when Harry Davis was killed. Her chum, Miss Grace Cunningham, was fatally hurt the same night. Young Johnson had seen Miss Jensen several times before the accident. Afterward they became great friends, and the friendship ripened into love, they were married in December. Mrs. Johnson was with her husband at the Cincinnati Lagoon motorhome when the fatal accident occurred last night.

The telegram received Tuesday by his parents was signed by Odin Johnson and his wife. It was as follows: "I have been having a fine time. Made \$219 the last two weeks. Think Ben will be with us in a couple of days for the rest of the season. Bought a road machine and am sending mon-

ey for Murdoch. Every one is well. Best regards. "ODIN AND BETTY."

Odin's mother explains that Murdoch is a man to whom her son was making payments on a new home next to their house, in which he and his wife planned to live. It has been completed, but never occupied. In six weeks he was to come back to Salt Lake and work at the electrical trade for the rest of the season.

Besides his mother and father, he is survived by his brother, Ben, who is a motor racer, Albert, 28, and a sister, Mrs. Lena Hutchins. His father has been employed by the city for many years in the waterworks and street departments.

On June 8 of last year "Heinie" Potter, a police officer, was killed at the motorhome. In this fatal accident, Johnson's machine was the one with which Potter's collided. At the conclusion of a race in which the two were entered among a number of other riders, Johnson cut off his motor and was circling the track. Potter was close behind him under full power. Having no power, Johnson's machine made a slight deviation towards the bottom of the track. Potter, instead of taking the higher part of the track to go around Johnson, tried to guide so as to pass below. The result was the collision in which the policeman lost his life.

Later in the year Matt Warden reported that the axle of his machine had been sawed with a hack saw. Johnson was charged with the offense, but quickly and completely proved his innocence. No one who knew Johnson believed for an instant that he could be guilty of the act, and when an official investigation was made, Johnson proved his innocence and a confession was made by the person who actually did cut the bar.

Three Are Dead. Cincinnati, July 30.—Three are dead, five will die before morning, according to attending physicians, one other is probably fatally burned, and eleven others are seriously injured as the result of a motorcycle accident at the Lagoon motorhome, across the river, tonight.

Odin Johnson of Salt Lake City, captain of the Cincinnati team, which was contesting at the motorhome, drove his cycle, for some reason that probably will remain unknown, to the extreme top of the circular track, crashed into an electric light pole, broke it off, and then contact of the live wire with the machine exploded the gasoline tank, throwing the burning fluid over a score of spectators. Johnson paid the penalty with his life, while William Davis, aged 5 years, also is dead as the result of the accident. Samuel Travers of Cincinnati died in the hospital tonight.

Five others, two women and three men, cannot live until morning, while others are regarded at the Kentucky hospital as in a serious condition. That a large number of others, who cannot be located tonight, were burned, is almost a certainty, as several drug stores in the vicinity of the place were kept busy for an hour after the accident dressing the burns of those who escaped without serious injury. The fatally burned are: ORVILLE HART, Newport, Ky. WILLIAM PATTERSON, Cincinnati. HERMAN DAVIS, Cincinnati. MRS. WILLIAM McMICHAELS, Cincinnati. MISS BRUCKMAN, Cincinnati.

The race was the last one on the program for the night, and Johnson, who had won both the previous contests, was leading. Coming in front of the grand stand, he was seen suddenly to steer his machine toward the top, and before he could right it again he had hit the pole.

Human Torches. A moment later a streak of flame shot out over the audience and a panic reigned. Those on fire ran

GIRL SWIMMER SAVES CAMEL THAT IS NEAR DROWNING AT CONEY ISLAND BEACH



Miss Elsie Maher and the Camel.

New York, July 29.—(Special).—What was perhaps one of the most daring rescues ever seen by the throng that flocks down to the beach at Coney Island, was when Miss Elsie Maher, a veritable mermaid, went to the rescue of Peter, who, in company with a heterogeneous collection of animals, was taken out on account of the heat for the first dip of the season.

Peter, forgetting that he was out in the ocean and not in the desert, went beyond the "danger ropes" and soon found himself floundering in regions with which he was unfamiliar. Miss Maher, noticing the animal's distress, swam out to it, and, getting aboard its back, guided the "ship of the desert" safe and sound and high and dry onto the beach, where a crowd of spectators who had been attracted by the unusual affair, applauded the valor of the fair young rescuer.

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wildly about, and it was with difficulty that the flames were extinguished in time to prevent the grandstand from catching fire.

Johnson was conscious when picked up, but died on his way to the hospital.

The track is a quarter-mile saucer track, and has an angle of 50 degrees. The races have been going on for several weeks, and this is the second accident, the cyclist in the other having been released from the hospital only a few days ago. The motorhome was crowded when the accident occurred, the advertised feature being an attempt by Johnson to lower the track record of eighty-five miles an hour.

When the spectators who were on fire began to run the audience was thrown into a panic. Many women fainted, and it was with the greatest difficulty that a stampede was prevented. The Cleveland team was opposing the Cincinnati team in the race.

LUCK. Miss Snowflake—Does yo' believe in wishes? Mr. Jackson—W'y, it's a sign of exceptional luck to have a fresh one in your pocket every day or two. Puck.

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Dear Sufferer: Put it off no longer, come to see me at once, CONSULTATION FREE. L. SU WOO Herb Specialist. 2461 Grant. Unstairs.

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OGDEN SHOE REPAIRING FACTORY Men's Sewed Soles65c Ladies' Sewed Soles50c Rubber Heels (any kind)35c Oak Tan Leather Used. All kinds of shoes done while you wait. 323 24th St.

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